

Plans Perfected for Promotion of Memorial Motor Highway from Gettysburg to New Orleans

Lee Highway Association Would Construct Roadway To Memory of Gen. Lee

Plans for the promotion of a great national highway to be known as the Lee Highway, in memory of General Robert E. Lee, have been drawn up by the Lee Highway Association, of which Dr. S. M. Johnson, of Roanoke, Va., is the general director.

The general plan of the organization is to construct a highway along the Appalachian Valley, between the Allegheny, Alleghany, and Cumberland mountain ranges, connecting the Gettysburg National Park and the Lincoln Highway, running via Winchester, Shafter, to the town of Robert E. Lee, in Lexington, Natural Bridge, Roanoke, Knoxville, Chickamauga, and thence to Birmingham and New Orleans.

If the plan of the director are carried out, the scope of the highway will be broadened and the road will extend from New York to New Orleans, and thence to San Francisco. It would thus be a continuous counterpart of the Lincoln Highway.

Weak Valve Springs.

A weakness of the springs which hold the valves is a common cause of faulty engine operation. When the valves are taken out the springs should be examined to see if they are all of the same length or rather that all of the same length and all of the same weight and all of the exhaust as the intake valves. The valves should be a little longer than the others. If one spring is shorter than the others it should be stretched or a new metal plate must be put on the valve to bring it up to standard.

Coating Compound.

A satisfactory compound for coating the inside and outside of the cylinder is a mixture of kerosene and tallow. A quart of kerosene and a quart of tallow, when mixed, will give a good coating.

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31x4	Two for	28.40	36x4 1/2	Two for	50.60
32x4	Two for	30.10	36x5	Two for	54.80
33x4	Two for	30.60	37x5	Two for	57.50
34x4	Two for	34.10	37x5	Two for	60.50
32x4 1/2	Two for	42.80			

RECORD TIRE CO.
1618 14th St. N.W.

The DIXIE Flyer

ONCE UPON A TIME STORIES—NO. 9
THEY'RE TRUE

The Story of The Man Who Won a \$25 Bet

The other day a Dixie Flyer owner got into an argument with the owner of a well-known, high-priced six-cylinder machine as to the merits of their respective cars. The Dixie Flyer man knew his car and what it could do. The result of the argument was a bet of \$25 on a race to Alexandria and Camp Humphreys. The money was put up—the race started—the Dixie Flyer went into the lead from the start—the other car hasn't been seen since. When the Dixie Flyer owner arrived back in Washington he collected his bet. No wonder he's enthusiastic—it's SOME car just like every Dixie Flyer is.

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CROWDS PRAISE NEW LAFAYETTE

Throngs at Speed Classic Laud Creation of D. McCall White.

Many pilgrims to the shrine of speed at the historic Elgin race course last month obtained their first sight of the new LaFayette car. Local tourists who helped swell the crowd of 70,000 that witnessed Ralph DePalma's record-smashing triumph, report that the LaFayette gained the admiration of the actors as well as the spectators on race day and during the week preceding the annual road classic.

J. Henry Smith, Chicago LaFayette distributor, writes John C. Walker, who represents LaFayette locally, that he was delighted with the interest shown in the new creation.

The speedway stars gathered at Elgin included DePalma, Tommy Milton, Jimmy Murphy, Joe Thomas, Eddie Hearne, Ralph Mulford and scores of lesser lights and their crews of skilled mechanics. Smith was showing the LaFayette throughout the Fox River Valley and whenever race drivers, race mechanics or race lovers caught a glimpse of the car, D. McCall White's engineering ability was lauded.

Monroe Motor Company Reaches Full Capacity

George Siebert, field supervisor of the Monroe Motor Corporation, was a visitor in the National Capital during the past week. During his stay here he was the guest of the Black Motor Car Company, local representative for the Monroe line. He stated that the factory had opened and was now running full time, with a production of twenty-five cars daily. About \$3,000,000 worth of spare parts are now in stock, assuring rapid completion of autos daily. The models to be produced will consist of touring cars in two colors—maroon and dark blue—ready for immediate delivery and roadsters, sedans and coupes, which will be ready for delivery within thirty days.

Stuck Piston.

It happens occasionally that in putting a piston from the bottom of a cylinder the piston goes too far up and one or more rings expand in the combustion chamber. If the engine is a non-detachable head type this means trouble. Here is the way to get around it. Remove the valve cage and turn the piston with connecting rod until the slot in the ring can be seen. Take a piece of very soft copper wire and insert the end under one edge of the ring. Have some one turn the piston while the operator guides the wire so that it passes around the outside of the ring while the piston is turned. When the slot again appears draw out the ends of the wire and pull them together.

U. S. Greatest Auto Exporter.

Second to the United States in the export of automobiles is Italy, which heretofore had not been prominent as an automobile manufacturing country. But while the automobile plants of the allied countries were being used for war purposes, the Italian factories kept right on at their original work. So that now that country is ready to export half of her output. The F. I. A. T. company alone is exporting two-thirds of its production.

STOP LOOK LISTEN

BY
JIM RING

THE AUTO-MANIAC.

(Note—If everybody else who shakes a facile pen can write like Walt Mason, why can't I? Anyhow, I'll take a fling at it.)

Time was when I walked on the street and watched the buzz-carts, bright and fleet, speed by me as I went my way; but when I dropped into the hay I thought about my roll of green, and yearned to own a good machine.

One day I took my emerald hoard and went and bought a brand-new Ford, and over streets and country-land I used to speed to beat the band. But when my car grew old and tough, its innards got quite mean and rough, and every time I started off, 'twould balk and kick and whine and cough.

Therefore, I said unto my wife, "My darling dear, upon my life I cannot get sufficient use out of my little gas-caboose. I'll trade it in with extra cash—though in my roll 'twill make a gash—and buy a new and large machine to fill our neighbors full of spleen."

And buy a car in time I did. But now those days are dead and hid 'neath dust of years. Still sounds the cry within me to go forth and buy a larger car than e'er before, and so I count my kopecks o'er and cuss the day when I began to yearn to be a Rolls-Royce man.

All the foregoing is to prove that when a man is in a groove, it's safer not to wiggle out and try with might and main to rout the lucky guys who can afford to grow about the humble Ford. It's always better in the end to know how much one ought to spend.

Detective Sergeant Arthur B. "Mitt" Scrivener is back on the job again after a much-recounted experience which brought him almost to death's door.

"Mitt" says the worst part of the adventure came when he had commandeered a car to chase Thurman Brown, escaped convict.

He was gaining on Thurman when he reached down for the emergency brake. "Mitt" found the brake tucked snugly against his shin, inside his trousers-leg. He averts he does not remember what he said on making the discovery.

Some People Are Awful Finicky. He wanted to take his girl for a spin.

Poor guy! He was out of luck. She announced that never would she ride in His employer's motor truck.

CONTEST.

Do you like missing-letter contests? Here's one to test the sharp-witted readers of this column. The words below, when filled in by the proper letters, will give the names of well-known men and objects connected with autos. If winners may be awarded with a cut-glass batman, quality guaranteed.

C-h-u-r-r-
H-a-y-e-r-r-
B-e-c-t-r-
G-u-l-l-e-
D-a-g-e-
B-a-d-r-
T-r-i-c-o-p-
B-r-u-y-
O-i-l-f-i-l-d-
P-e-c-k-r-d-

CONSIDER THIS.

The next time you're pinched for rolling up a mile in sixty ticks. Back to the late sixties, over in England, legislation was passed prohibiting motor vehicles from buzzing faster than four miles an hour. This restriction was not lifted until 1895.

What? Sure they had autos—in a manner of speaking—that far back. A French guy named Cugnot, in 1770, slammed together a three-wheeled contraption that carried two passengers at the rate of two and a quarter miles an hour. We know all about that stuff, being personally acquainted with Mr. E. Britannica, W.K. Information bureau.

HORRORS!!!

"She gave no signs of life, other than a few feeble coughs. Enraged, her master kicked her and struck her repeatedly with a monkey wrench. Relentlessly he attacked her, doused her with water and oil, and vented his wrath upon her in fiery language. She grew still. Not a cry did she utter, but preserved a dignified and contemptuous attitude to her persecutor."

Don't be alarmed. This isn't a quotation from a blood-and-thunder novel. "She" was a busted auto!

M. D. T.

THE PHILOSOPHIC FLIVVERITE.

(With all due respects to Mr. Henley, poet de luxe.)

Out of the grease that covers me,
Thicker than mud, from top to toe,
I call upon the Powers that be
To make my erring flivver go.

When the clutch broke—sad circumstance—
I did not rant or cuss aloud
At the vicissitudes of chance,
But to repairs my back I bowed.

My gascart may not be much good.
When new, it never could go far.
But 'twould 'tis only junk and wood
I love my little worn-out car!

**H. R. Mason, Local Dort Manager,
Extends Activities in Pushing This
Popular Car in D. C. and Environs**

Washington motorists are showing a deep interest in the latest Dort models on display in the handsome sales rooms of the Dort Distributing Company, 1017 Fourteenth street northwest, according to the popular active manager, H. R. Mason, who has had his hands full since the doors were first flung open a couple of weeks ago.

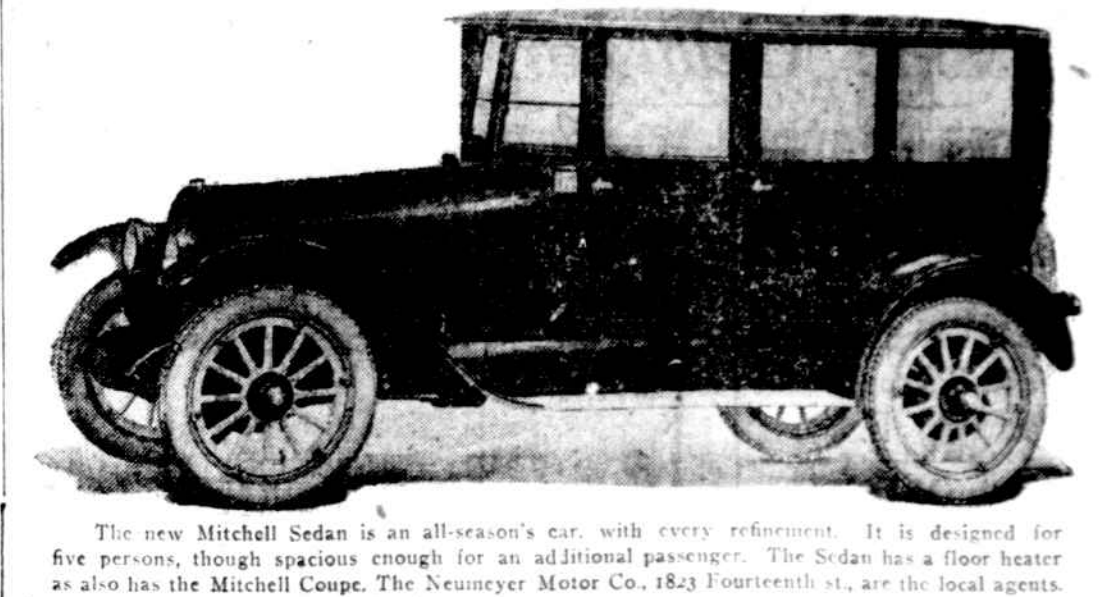
Those interested in the popularity of the Dort car are highly elated over the auspicious opening of the office here in the National Capital, believing that Albert E. Sleeper, governor of Michigan, president of the Dort Company, has shown excellent judgment in pushing this sturdy car forward in Washington and vicinity.

Mr. Mason announced that he has secured a long lease for the Fourteenth street sales rooms which contain 15,000 square feet. The office here will direct the activities in Maryland and Virginia, as well as the District of Columbia.

Harry Olmstead, formerly with the First Bond and Mortgage Company, of Lansing, Mich., has come here to fill an important post in the local Dort Company, as has Frank Merrick.

A great deal of pride is taken by Mr. Mason and rightly so, in the fact that the Dort car ranks third in sales totals in Detroit. Mr. Mason

Latest Mitchell Sedan Pleases Exacting Motorists.



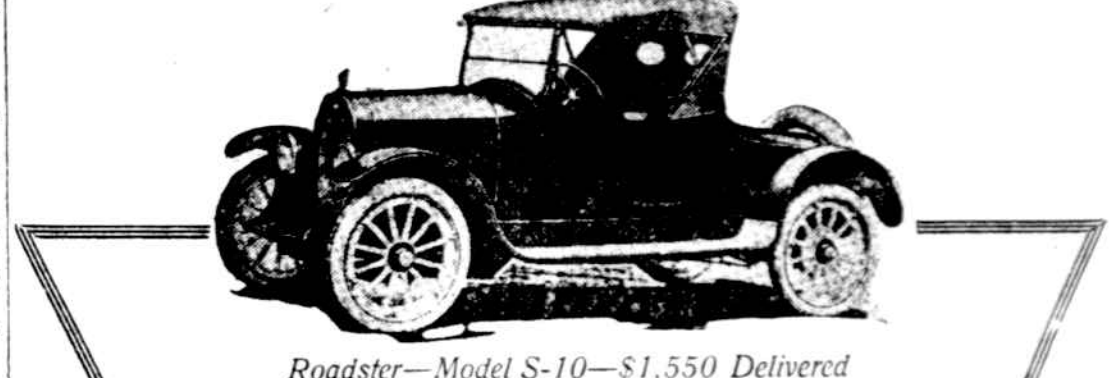
The new Mitchell Sedan is an all-season's car, with every refinement. It is designed for five persons, though spacious enough for an additional passenger. The Sedan has a floor heater as also has the Mitchell Coupe. The Neumeier Motor Co., 1823 Fourteenth st., are the local agents.

Spring Lubricant.

One of the most satisfactory compounds with which to spread the leaves of the spring is made of paraffin and graphite mixed. The paraffin may be secured in blocks from the grocery store or candles of this material may be used. The paraffin should be melted on the stove and the graphite be thrown into the molten wax and the whole stirred thoroughly.

Blue Laws vs. Gasoline.

Selling gasoline on Sunday is no violation of the blue laws, ruled Magistrate Wright, sitting in the police court at Huntington, W. Va. Gasoline is as necessary to an automobile on Sunday as hay, corn or oats is to a horse on the same day, ruled the magistrate.



Roadster—Model S-10—\$1,550 Delivered

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We make claims and statements about the superiority and desirability of the MONROE Roadster—at convinces you of the truth of these claims. We say that you will fail to find a roadster at the price which will give you more satisfactory service, retain its quality and appearance longer or successfully perform harder tests—the MONROE Roadster will convince you of this if you will allow us to demonstrate. The MONROE embodies every attribute that you desire in a medium priced car. SEE IT.

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